

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING

February 14, 2001
MAG Office Building - Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Lloyd Harrell, Chandler, Chairman	Terry Ellis, Peoria
John Schell for Scott Schrader, Avondale	Frank Fairbanks, Phoenix
Joe Blanton, Buckeye	Cynthia Seelhammer, Queen Creek
Jon Pearson, Carefree	*David Easchief, Salt River Pima-Maricopa Indian Community
Usama Abujbarah, Cave Creek	Roger Klingler for Jan Dolan, Scottsdale
Stuart Brackney, El Mirage	Miryam Gutier for Bill Pupo, Surprise
*Paul Nordin, Fountain Hills	Shannon Wilhelmsen for John Greco, Tempe
Shane Dille, Gila Bend	Ralph Velez, Tolleson
Urban Giff, Gila River Indian Community	Fred Carpenter, Wickenburg
Kent Cooper, Gilbert	*Loyce Robinson, Youngtown
Martin Vanacour, Glendale	Chuck Eaton for Mary Peters, ADOT
Stephen Cleveland, Goodyear	Tom Buick for David Smith, Maricopa County
Tom Morales, Guadalupe	Ken Driggs, RPTA
Horatio Skeete, Litchfield Park	+Curtis Shook, Apache Junction
Jeff Martin for Mike Hutchinson, Mesa	
Tom Martinsen, Paradise Valley	

*Those members neither present nor represented by proxy.

+ Non-voting

1. Call to Order

The meeting was called to order by Chairman Lloyd Harrell, Chandler, at 12:05 p.m.

2. Approval of December 15, 2000 Retreat Minutes and the January 10, 2001 Meeting Minutes

Chairman Harrell asked if there were any corrections to the minutes. Hearing none, he asked for a motion to approve.

Martin Vanacour moved to approve the minutes of the December 15, 2000 Retreat and the January 10, 2001 Management Committee meeting. Kent Cooper seconded and the motion carried unanimously.

3. Call to the Audience

Chairman Harrell stated that a timer is available to assist the public with their presentations. He noted that public comments have a three minute time limit. When two minutes have elapsed, the yellow light

will come on notifying the speaker that they have one minute to sum up. At the end of the three minute time period, the red light will come on. He stated that for members of the audience who wish to speak, cards are available from the staff who will bring it to the Chairman. Public comment is provided at the beginning of the meeting for non-agenda items. Public comment is provided at the beginning of the meeting for consent items. For the action items on the agenda, public comment will be taken when the item is heard. Public comments are limited to three minutes.

Chairman Harrell noted that no public comment cards had been turned in.

4. Executive Director's Report

James M. Bourey provided an update on HB 2507, that ADOT would be responsible for costs associated with noise walls it requires on state highways. (\$120 million)

Mr. Bourey updated members on the 2000 Census and Special Census.

Mr. Bourey stated that a draft of the Alternative Transportation Governance Structures report, prepared for the Governor's Transportation Vision 21 Task Force, was at each place. He stated that the Regional Planning authority would be mandatory for regions with more than 100,000 in population and voluntary for those regions with less than 100,000 population.

Mr. Bourey updated members on the Freeway Service Patrol, which began operation in December. Four hundred motorists were assisted during December. Mr. Bourey stated that a press conference is scheduled to take place in the next couple of weeks.

Mr. Bourey introduced new MAG staff members. Ken Hall replaced a former staff member in the position of transportation financial analyst. Mr. Hall had formerly served as CAAG Assistant Director. Becky Kimbrough replaced Art Rullo as Fiscal Services Manager. Ms. Kimbrough had been the Comptroller for the Arizona Retirement System.

Mr. Bourey updated members on conclusions reached at the Regional Council Retreat. The action items that will be studied in the upcoming year include a regional review of local plans, broadening of public and private sector participation in MAG, investigating local government revenue sharing, and exploring a name change for MAG.

Mr. Bourey stated that information on the Regional Transportation Plan kickoff dinner and forums was as each place. The dinner is scheduled for February 22, 2001 at the Phoenix Airport Marriott. The keynote speaker will be Anthony Downs, Senior Fellow from the Brookings Institute. Mr. Bourey encouraged participation in the dinner. The forums are scheduled to take place from 8:30 a.m. to 12:30 p.m., at the Arizona Historical Society in Tempe. Mr. Bourey informed members of the scheduled forums: Demographic/Socioeconomic Change on February 23, 2001; the New Economy on March 2, 2001; Environmental and Resources on March 9, 2001; Land Use and Urban Development on March 23, 2001; and Transportation Technology on March 30, 2001. Chairman Harrell encouraged all to attend the RTP events. He stated that the expert forums are a great opportunity for exposure to national speakers. Chairman Harrell stated that a request to communities has been made for the names

of people to serve on focus groups. He encouraged participation by all so that all would be included in the process. Mr. Bourey stated that the focus group information was also included in the packet.

Chairman Harrell thanked Mr. Bourey for his report and asked if there were any questions.

5. Approval of Consent Agenda

Chairman Harrell stated that public comment is provided at the beginning of the meeting for action items on consent. Each speaker is provided with a total of three minutes to comment on the consent agenda. Chairman Harrell stated that any member of the Committee may request that an item be removed from the consent agenda and considered individually.

Chairman Harrell noted that items #6 and #7 were on the consent agenda. Chairman Harrell noted that no public comment cards had been turned in.

Chairman Harrell asked if any member had comments or questions on the consent agenda items. Hearing none, he asked for a motion.

Mr. Cooper moved to recommend approval of consent agenda items #6 and #7. Tom Martinsen seconded, and the motion carried unanimously.

6. Participation in the U.S. Army Corps of Engineers Road Cuts Study

The Management Committee, by consent, recommended participating in the U.S. Army Corps of Engineers Road Cuts Study for an amount not to exceed \$75,000. In December 1999, members at the Management Committee Retreat expressed interest in a consistent approach regarding how road cuts are addressed throughout the region. Following the retreat, the MAG 2001 Unified Planning Work Program and Annual Budget included a study to establish a MAG Regional Community Wide Area Network Study and Implementation Plan. An anticipated part of this study and implementation plan was a further review of the effect of road cuts on the service life of urban roads. Staff is recommending that MAG participate in a project sponsored by the U.S. Army Corps of Engineers and the National Research Council Canada's Institute for Research in Construction regarding this issue.

7. Consultant Assistance for the MAG Growing Smarter Implementation Project

The Management Committee, by consent, recommended amending the contract with Applied Economics to add \$28,295, (increasing the contract from \$157,483 to \$185,778), and to amend the contract with Carollo Engineers to add \$16,290 (increasing the contract from \$223,840 to \$240,130) to provide demographic, infrastructure, affordable housing, and revenue analyses for the MAG Growing Smarter Implementation Project. Staff recommended that two existing MAG consultant contracts be amended to provide consultant assistance for the MAG Growing Smarter Implementation Project. Due to the statutory deadline of December 31, 2001 for cities and towns to comply with the growing smarter legislation, it is requested that this assistance begin as soon as possible. Staff is recommending amending the contract with Applied Economics from \$157,483 to \$185,778 to provide projections of

sub-regional demographic and economic factors. Also that the contract with Carollo Engineers be amended from \$223,840 to \$240,130 to provide technical guidance and specifications for impacts of regional water demand, and also regional water treatment, wastewater treatment, and solid waste management demand, facility needs, and infrastructure costs.

8. MAG Intelligent Transportation Systems Strategic Plan Update

Sarath Joshua stated that in September 1999, the MAG Intelligent Transportation Systems (ITS) Committee launched a project to update the region's ITS Strategic Plan, first developed in 1995. This project was considered a high priority for the region because of rapid ITS developments in the MAG region and at the national level. The final report updated plan documents, existing and planned ITS systems, and provided a "roadmap" for addressing regional needs through future ITS implementation. Mr. Joshua introduced Henry Wall of Kimley-Horn Associates. Mr. Wall thanked the Management Committee for the opportunity to provide an overview of the Plan Update. Mr. Wall stated that it is important for policy makers to understand the benefits that would be received from implementation. He explained the key components of the ITS Strategic Plan. Mr. Wall stated that Regional ITS Architecture would serve as a roadmap for future project deployments. Mr. Wall stated that this is a way to plan projects to interact with each other and ensure compliance. ITS would be considered as a planning element in all future transportation planning activities. USDOT adopted standards would be used where applicable.

Mr. Wall stated that ITS Telecommunications Plan is based on a regional fiber optic network. Cities would be added to the network as they add ITS. The ADOT Traffic Operations Center would serve as the regional hub. Mr. Wall stated that an opportunity exists for infrastructure sharing with local utilities, so the cost would not be borne by public agencies.

Mr. Wall stated that Regional ITS Training and Capacity Building, to outline training and staff development, will be critical to the success of ITS. MAG would serve as the champion and coordinate with existing programs. Partnering with professional organizations could be developed. A centralized library and training website could be developed that would include relevant information and materials.

Mr. Wall stated that ITS Operational and Implementation Strategies were prepared to identify opportunities for regional operational collaboration, shared operations and maintenance agreements, procedures for multi-jurisdictional issues, and costs and resource requirements of ITS components.

Mr. Wall stated that an Evaluation Plan was prepared that includes a framework for conducting ITS evaluations on future projects in the MAG region. He indicated that the Universities should be involved as key partners in local and regional evaluation programs. Mr. Wall stated that an ITS Implementation Plan was developed to recommend ITS projects for possible inclusion in RTP and TIP. He noted that the rating process should be modified so operational improvements are adequately considered. ITS projects should include staffing and operations and maintenance costs required. Additional funding should be requested to assist in implementing the projects in the Implementation Plan. Mr. Wall displayed a slide showing the costs for implementation of Short Term, Mid-Term and Long Term for

a total of \$325 million. Chairman Harrell thanked Mr. Wall for his presentation and asked if there were any questions.

Stephen Cleveland offered his commendations on the Update. He stated that more than 50 percent of the vehicle miles traveled in this region use arterials. The ITS Plan is the blue print for how mobility on the arterials and on the freeways is managed. Mr. Cleveland stated that it is important to ensure that the strategies identified in the plan are implemented when planning for the future.

Mr. Cleveland expressed concern that Regional Concept of Operations for \$250,000, a vital element of the plan, was not recommended for funding at the last Transportation Review Committee meeting. He noted that the TRC's recommendations will be considered by the Management Committee in March.

Mr. Cleveland stated that although architecture is in place for the hardware, the Concept of Operations ensures a well coordinated operation among the local and state jurisdictions throughout the region. Mr. Cleveland acknowledged that all need to be advocates for individual projects. However, the big picture needs to be kept in perspective.

Mr. Cleveland stated that as Chair of the MAG Air Quality Technical Advisory Committee, he was aware of the guidance MAG received from the Federal Highway Administration on rating projects for federal funds. The process was strengthened and guidance was given to the TRC regarding how important air quality projects are for this region. Mr. Cleveland expressed concern that street sweeper funding was cut in half. Mr. Cleveland stated that it is important that members of the Management Committee realize how close the PM-10 conformity budget is being made.

Mr. Cleveland stated that the Serious Area Particulate Plan for PM-10 demonstrated attainment in 2006 by a very narrow margin. The plan results in a concentration of 49.68 micrograms per cubic meter against an annual standard of 50 and a concentration of 149.3 micrograms against a 24 hour standard of 150. He indicated that this year, the region will need to demonstrate conformity in the year 2006. The majority of the transportation budget is reentrained road dust. PM-10 efficient sweepers are extremely effective in reducing road dust.

Mr. Cleveland stated that MAG needs to use every available strategy for PM-10 in order to demonstrate conformity, which is necessary to build the projects in the MAG Transportation Improvement Program, representing over \$3 billion. He stated that if conformity is not demonstrated, this \$3 billion is being put at risk. Mr. Cleveland requested that members consider helping TRC members understand the overall picture. He encouraged members to send a recommendation to the TRC to reinstate funding the Regional Concept of Operations for \$250,000 and for PM-10 efficient sweepers.

Chairman Harrell stated that the issue of projects that were recommended for funding would be discussed at the March Management Committee meeting. Mr. Cleveland noted that many times the feeling is that discussions have already taken place by the committees to make the funding recommendations to the Management Committee. He stated that it is important for Management Committee members to be aware of consequences that may occur if funding for certain projects is cut.

Chairman Harrell asked if members had any questions. Jeff Martin asked which modes would the Regional Concept of Operations be competing against for funding. Mr. Bourey stated that MAG is in the process of developing the Regional Transportation Plan, which will encompass the whole picture. This project will be competing against many projects, but at this point, it is not competing against any specific project. Mr. Martin asked about CMAQ funding. Dennis Smith stated that much effort has gone into the drafting of the Plan Update. He noted that the federal guidelines indicate that projects need to get the most out of existing architecture. Mr. Smith commented on Mr. Cleveland's comments were made to inform members that this region is on a razor thin margin to make the PM-10 conformity budget.

Mr. Martin stated that the Freeway Management System is a major component. He indicated that the freeway message boards are not being utilized to convey warnings to drivers, but seem to communicate mainly public service messages. Mr. Martin stated that it would be easier to accept the strategy if results were seen in improving the system. Mr. Bourey stated that additional work needs to be done on improving the messaging system. He indicated that in the past, MAG has not been involved in the operation of the system. The federal guidelines now indicate that MAG should be involved in further discussions on operations. Mr. Martin stated that more tangible results need to be seen before \$325 million is spent. Chairman Harrell stated action today would not give spending authority, but would give direction. Any spending commitment would need to come back through the process for approval.

Chuck Eaton asked if there had been any evaluation results. Mr. Joshua stated that an evaluation plan is a proposed activity. Frank Fairbanks asked about funding. Mr. Smith stated that the project was programmed in FY 2006, because that was the only opportunity for federal funding. He explained that once the project is in the TIP and additional funds, such as RABA, become available, then those projects in line could be accelerated. Mr. Fairbanks asked if Regional Concept of Operations would be a staff or consultant project. Mr. Joshua responded that it would be a consultant project.

Mr. Martin suggested that action on this agenda item be continued at the March meeting. Mr. Cleveland stated that he would go back to the requested action to recommend approval of the Plan Update. He stated that his comments were made to inform members of potential consequences and that the TRC needs to consider these elements.

Mr. Cleveland moved to recommend approval of the MAG Intelligent Transportation Systems Strategic Plan Update. Tom Buick seconded. Before a vote was taken, Chairman Harrell asked if there was any further discussion.

Mr. Martin stated that he would defer, and indicated that he felt that it would be better to wait and consider this project along with the all of the recommendations from the TRC.

A vote was taken and the motion passed, with Frank Fairbanks not voting.

9. MAG Regional Off-Street System Plan

Dawn Coomer gave a presentation on the Regional Off Street System Plan (ROSS). She stated that the ROSS Plan was initiated by the MAG Regional Bicycle Task Force and was overseen by the

Bicycle Task Force and Pedestrian Working Group. Throughout the MAG region, numerous opportunities for off-street travel by people who walk and bicycle exist along areas such as canal banks, utility line easements and flood control channels. The goal of the ROSS Plan is to help make bicycling and walking viable and comfortable options for daily travel trips using off-street opportunities. Issues were identified through reviewing literature and interviewing members of the Bike and Pedestrian committees and through a series of Regional Trails Forum meetings. The Regional Trails Forums helped to involve others in the planning process, such as equestrian interests, bicycle clubs, and the Flood Control District of Maricopa County. Defining issues provided guidance for the development of goals and objectives. To create design guidelines for the ROSS Plan, three representative projects were chosen for their potential to illustrate a variety of issues that might be encountered when developing path/trail systems in the various corridors. For each representative project, an analysis of opportunities and constraints led to schematic drawings illustrating how to appropriately address issues and work within the constraints. Representative projects were chosen from different parts of the region. These three projects included the Dysart Drain, which is a flood control structure just north of Luke Air Force Base, the Creamery Branch rail spur in Tempe and the Roosevelt Water Conservation District Canal. Funding for construction of paths/trails is a critical element of implementing a regional system of non-motorized off-street transportation. Several sources of funding are identified in the ROSS Plan from both public and private sector sources. Other potential new funding opportunities are described that can be sought if citizens support paths/trails and public funding is lacking. Chairman Harrell thanked Ms. Coomer for her presentation and asked if there were any questions.

Tom Morales stated that the Guadalupe Road project needs to be completed, mainly because of residential considerations. He mentioned that ITS was reduced, not eliminated.

Fred Carpenter moved to recommend approval of the MAG Regional Off-Street System (ROSS) Plan for inclusion into the FY 2001 Update of the MAG Long Range Transportation Plan. Cynthia Seelhammer seconded, and the motion carried unanimously.

11. Update on Maricopa County Dust Control Efforts

Due to the length of the meeting, Chairman Harrell requested that if there were no objections, item #11 would be heard next. No objections were noted.

Kim Cummings, Maricopa County Attorney's Office, and Al Brown, Maricopa County Environmental Services, gave an update on the County's dust control enforcement efforts. Mr. Brown stated that dust control efforts have made a huge turnaround since 1999 when the EPA indicated that more enforcement was needed. Among the efforts made by the County is the addition of a full time dedicated attorney, which is in the final process for approval. Mr. Brown showed a pie chart that showed that construction was the largest source of dust. A flow chart was displayed of the dust control violations process. Ms. Cummings stated that the County Attorney's office will try to reach an agreement with a violator without going to court. If unable to reach an agreement, a determination is made whether the case will be prosecuted as a civil or criminal case. Mr. Brown reviewed the statistics from May 2000 through January 2001 period, in which 84 cases were settled, five cases were dismissed and \$316,551 in penalties were collected. He displayed a comment from Colleen McKaughan, who expressed EPA's satisfaction with the efforts made by the Department.

Mr. Brown stated that educational training programs have been developed with the assistance of Paradise Valley Community College and Arizona State University. Mr. Brown stated that Environmental Services has been in constant contact with the EPA. Chairman Harrell thanked Ms. Cummings and Mr. Brown for their update and asked if there were questions.

Mr. Martin extended his compliments to Mr. Brown and staff for the tremendous improvements in the County's dust control efforts. He encouraged the hiring of additional staff, which could be considered by the Regional Council. Mr. Fairbanks expressed his congratulations to County staff and encouraged them to continue their efforts.

10. HOT Lane Video

This agenda item was taken out of order.

Eric Anderson stated that members recently received a presentation on the region in 2040. In that presentation, maps were shown of the traffic congestion. He noted that this video "Buying Time," was put together by FHWA and the Minnesota Department of Transportation. It presents an option that could relieve traffic congestion. Mr. Anderson stated that additional information on the HOT lane concept would be presented at subsequent meetings.

The video stated that estimates have determined that traffic congestion costs more than \$100 billion annually, and accounts for one-fourth of pollution. Miles driven outpace miles constructed. HOT lanes utilize lanes that may be underutilized by charging tolls to those who choose to pay. Buses and car pools would continue to use the lanes without charge. The toll charge would be based on traffic, with higher tolls charged at rush hour. Because toll booths would add to congestion by slowing down traffic, an electronic transponder system would be used. Variable pricing is currently being used in Orange County, San Diego, Houston, and Fort Myers. Ten cities currently have pilot programs. The video stated that some view the concept as elitist or as using public programs that have already been paid for. By involving neighborhoods and stakeholders in the decision-making, these perceptions may be avoided by allowing them ownership. The benefits of this strategy include controlling costs, customer satisfaction, and happier drivers. Combining this strategy with other strategies help find a solution to congestion and a greater value for money spent on freeways.

There being no further business, the meeting adjourned at 1:40 p.m.

Chairman

Secretary